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compromise course was here pointed out, which the hesitant states were not slow in adopting.

It is in the second chapter of the monograph, dealing with the ante-convention discussion, that the materials proved least tractable. Mr. Harding has chosen to present in successive layers abstracts of letters from nine or ten different writers to the press and to personal correspondents. These writers are, with few exceptions, entirely unknown to history, and it may well be questioned whether this arrangement does not obtrude them too much upon the reader's attention, while the real perspective in the opposition is obscured by duplication and by the often illogical sequence of arguments within the letters themselves. The method of the historian, rather than of the exchange editor, would seem to be the more desirable, inasmuch as the two collections of letters which are most liberally abstracted, are themselves printed in full in appendices which take up one-third of the text in this volume. If these are considered so inaccessible as to entitle them to such prominence, it would seem worth while to bestow a little careful editing upon them in the way of notes. It is unfortunate, too, that specific cross references are not given between them and the study itself, and that they are not made more serviceable to the reader by extending the scope of the index to cover these also. In a few instances there is a heaping up of useless facts, as in the giving of dates of quite a number of newspapers in which the text of the constitution was reprinted. The very frequent introduction of ["sic"] into quotations from illiterate writers, becomes decidedly wearisome.

In arrangement, typography and binding this is an excellent piece of book-making. The study is supplemented by a good bibliographical note on the sources, and a list of the authorities cited.

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The Nicaragua Canal and the Monroe Doctrine. A Political History of Isthmus Transit, with Special Reference to the Nicaragua Canal Project and the Attitude of the United States Government thereto. By LINDLEY MILLER KEASBEY, Ph.D., R. P. D. Pp. xvii, 622. Price, \$3.50. New York: G. P. Putnam's Sons, 1896.

No one will read Professor Keasbey's book on "The Nicaragua Canal and the Monroe Doctrine" without being impressed by its thoroughness. The purpose of the author has been not merely to enumerate the principal events in the history of the canal enterprise, but also to put these events in their proper setting as steps in the history of the world's commerce since the discovery of America. The

thought that seems to pervade the book is that the economic and social forces which explain the history of the world's commerce during this period also account for the activities and struggles of Spain, France, Holland, England, and, latterly, of the United States, to establish or control any transit route that might be formed between the Caribbean Sea or Gulf of Mexico and the Pacific Ocean.

As the land masses of the earth lie mainly in the northern hemisphere, the world's commerce, proceeding from Europe—the part of the world most highly developed industrially, has sought to establish routes east to the Pacific countries, and west to the Americas, so far as possible following the parallels of latitude. The Isthmuses of Suez and Panama diverted the water-born commerce far to the south until the Suez Canal was constructed in 1879 and the eastern trade was permitted to follow the more economical channel. It remains to pierce the American isthmus and affect the same economy for the western trade. Professor Keasbey's most important contribution consists in showing that the events about the American isthmus have been incidents in the larger struggle of the nations to extend their influence and power westward and to overcome the obstacles placed in the way of the freest movement of their commerce to and from the occident. To quote his own words, "The construction of an inter-oceanic canal joining the waters of the Atlantic directly with those of the Pacific must, therefore, owing to the sphericity of the earth, merge these two great [eastward and westward] channels of trade into one. The course of the world's commerce will thus in the end assume a rotary motion, and commercial advance can then no longer be likened to the breakers of a rising tide with their back-rushing undertow currents, but rather to the waves of the deep-flowing sea itself, where no shore obstructs its course."

The author is a patriotic American and gives to the Monroe Doctrine a very liberal interpretation. In his mind, the Monroe Doctrine stands as the expression which the American people have given to their determination to guide the affairs of the American continent. He says: "The settled foreign policy of the United States has also worn for itself a deep groove in the popular consciousness, and, in the light of their manifest political destiny, the American people are equally determined to hold this continent for the Americans, and leave Europe to fight it out for herself. Thus from both the economic and the political points of view, the Nicaragua Canal and the Monroe Doctrine may well be taken to typify our present attitude toward the more general question of interoceanic communication."

Students of international law in this country have not been unanimous in including in the Monroe Doctrine all that the American

people desired to have it mean. It is, however, by no means improbable that the American people may be more nearly accurate in this matter than are the students of international law. If succeeding administrations should be as successful in dealing with the Monroe Doctrine as the one just closing has apparently been, this "settled foreign policy" may secure recognition by foreign nations.

Of the correctness of the details of the author's long historical narrative, I shall make no pretence of judging. The sources of information are carefully and fully given. I have, however, felt in reading parts of the historical narrative, that the author's account would strike a foreigner as being written from an American standpoint.

Students of commerce will find chapter xxiii on "The Economic Aspects of the Canal Project" very suggestive and by far the best thing yet written on the probable influence of the canal upon commerce. Professor Keasbey has classified the trade regions of the world with reference to the Suez and Nicaragua canals as centres. He accordingly divides the commerce of the world into two main classes: That which follows an easterly trade route and that which follows a westerly one. Each of these main routes will, upon the construction of the Nicaragua Canal, consist of a natural and an artificial highway. He divides the traffic which moves from the Atlantic Ocean to the Indian Ocean and from the Pacific Ocean into three main classes:

"(1). *Easterly canal trade*, being such portion of the total canal trade as—either by reason of distances saved or other signal advantages—will continue to reach the Pacific section by passing through the Suez Canal or sailing around the Cape. (2) *Neutral canal trade*, being such portion of the whole as can be regarded neither as tributary to the easterly nor to the westerly route. The comparative distances to be traversed being taken in this case to be about the same, the choice of the routes would here depend upon certain adventitious circumstances. (3) *Westerly canal trade*, being such portion of the total as must be entirely tributary to the westerly route, either on account of distances saved or by reason of other favorable conditions accompanying the voyage through the Nicaragua Canal or around the Horn."

Professor Keasbey applies the term "canal trade," to the entire commerce passing between the Atlantic and Pacific, including Indian, sections since this entire trade "must come within the zone of attractions of one or the other of the waterways." To my mind, it would have been less confusing to have used the term "interoceanic trade" to cover this larger traffic movement, and to have restricted the term "canal trade," to that traffic which moves or will move through the artificial waterways. The analysis of the elements composing each of these three classes of trade and the discussion of the routes which the several elements may be expected to take are well given.

The author is wise in not attempting to estimate the amount of tonnage that would actually move through a Nicaragua canal. He

says: "What we need, is another board of experts to study this phase of the more general problem of interoceanic transit . . . From the results of such an investigation, we could, at all events, reach a decision regarding the economic importance of the canal, and the report itself would, at the same time, be an important guide to the commercial possibilities of our future." This seems to me, an excellent suggestion, one upon which Congress would do well to act.

The closing chapter of Professor Keasbey's book is devoted to an analysis of the Monroe Doctrine in the light of the conclusions reached as the result of his elaborate historical study. In Professor Keasbey's mind the struggle between the United States and Great Britain for the control of the transit route, is incidental to the larger contest of the two nations over the American continent. Professor Keasbey thinks that Great Britain's foreign policy as regards America is both aggressive and far-sighted, and that nothing but a vigorous policy of opposition on the part of the United States can prevent Great Britain from dominating the affairs of the American continent outside of the United States, and from controlling the developing commerce of the countries of the Southern Pacific.

Professor Keasbey has no faith in the international neutralization of the isthmian waterway, but believes that the economic and political interests of the United States demand the exclusive American control of any canal that may be constructed. He, of course, recognizes the fact that the controversy is by no means over, and, in my opinion, he does well to present the issue to the American people in the concise and strong way in which he has put it in the closing chapter of his book. It is well for us to realize what is involved in our maintenance of the Monroe Doctrine, and to appreciate the consequences that will result to us if we neglect it.

EMORY R. JOHNSON.

Richelieu. BY RICHARD LODGE, M. A. Pp. 235. Price, 75 cents. London and New York: The Macmillan Co., 1896.

In the history of every nation there are a few men about whom a wealth of anecdote has gathered, and who are known quite as much through the novels as through the histories in which they figure. Such a character is Richelieu. No tale of France in the seventeenth century can neglect his personality, no collection of French stories is complete unless one of them has the great cardinal for its hero. Since such pictures too often construct their details according to the necessities of the plot, it is especially fortunate that a public which has recently renewed its acquaintance with Richelieu in the pages of Stanley